

## UNDERGROUND TRANSIT.

VANDENBURGH'S PROPOSED DOUBLE TUNNEL STEAM RAILROAD.

From the Battery to Forty-seventh Street at First, but Ultimately Through the Whole Length of the Island—Wanted, \$500,000.

Col. O. Vandenburg, who holds the franchise for a sub-surface railroad from the Battery to Spuyten Duyvil, and who has been abroad for the past fourteen months studying underground railway systems, and endeavoring to interest foreign capitalists in his scheme, returned to this city a few days ago. He is a tall, solidly made man, with sharp blue eyes, clean cut, decisive features, white hair and white moustache, and close-cropped side whiskers.

"To go back to the beginning," said Col. Vandenburg when questioned by the reporter, "In 1869 a charter was granted to the New York Central and Hudson River Railroad to construct a road from the Battery under Broadway and Madison Avenue to the Harlem River, and up the Harlem River to Spuyten Duyvil. William B. Ogden was President. In 1870 the line was located, and in 1871 work was begun at Great Jones street. The company got heavily in debt, and the mortgages were foreclosed. I was the largest creditor, and in 1876 the franchise became mine. I will say right here that had I got control of the franchise in 1875 there would not have been an elevated road built in the city. But by the time I did get control of the elevated roads were all the rage. Every one had his eyes in the air, and no one would talk or think of underground railroads. So I went over to Europe to endeavor to interest foreign capitalists in the scheme. I have succeeded to the extent: The Batavian Parliament has agreed to loan me \$100,000 to issue mortgage bonds. I backed the validity of my franchise by an opinion given by Judge George W. Curtis, and by my counsel, Mr. Pierce of this city. The Bank agreed to negotiate the loan on condition that I should return here and raise \$500,000 with which to begin work on the original plan. I am now ready to show them an underground rail road, such as we propose to construct, has few objectionable features."

"Why simply an underground railroad—something after the plan of the Metropolitan Elevated Railway of London, starting from the Battersea end, running to Broad-street, the Post Office, and ending at the North End of the city. Here it will probably go up to Forty-second street, and then turn westward, the Vixen and Estelle kept along. It is only fair to say that the Resolute has recently returned from ocean voyage, and with rosy cheeks and many raving salutes is under a diary, provoke friendly litigation to determine the validity of the franchises. So here I am, anxious to put out what others are dreams in New York, to see if they can't hit upon a scheme which will give New York a safe and comfortable means of rapid transit. Even the horsemen of the city are not yet aware that the citizens of the city have learned the same. They also have learned that elevated roads are not safe, and that they are objectionable. I am prepared to show them an underground rail road, such as we propose to construct, has few objectionable features."

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## THE CRUISE OF THE YACHTSMEN.

A Swift Run Before the Wind from Shelter Island to Newport Harbor.

NORWICH, Conn., Aug. 10.—Mrs. Kate Cobb, the Norwich husband murderer, in her prison home in Wethersfield, is a magnet of great attraction to her old-time acquaintances. None of them visit Hartford without taking a run out to see "Katie." She turns her back on all, and recognizes none. As she rolled out of town for the last time a few months ago, she said that she had been deeply wronged by the Norwich people, and that she did not care to see the "miserable tattling little city again."

Mrs. Cobb occupies, as does Bishop, a double cell in the State prison, light, cheery, and comfortable, and her taste and skill in adornment have added greatly to its attractiveness. Soft lace curtains, gauze curtains, and elegant furniture are among the luxuries of her room.

IRON FOUNDERS.—Wanted, a first-class foreman to superintend work at steam works, corner Schools st. and Baldwin's av., Brooklyn.

FACTORY.—Wanted, house and bottling and carting, packing. Harris' Mfg. Co., 182 Av. D.

IRON polisher's work to be nickel plated.

GREENE, TWED & CO., 23 Av. cor. 22d st.

IRON TAILORS.—To make children's cloaks; must know how to make them. 308 Fulton st., Brooklyn.

THOMAS ST. wanted to take charge of a shoe-fitting room.

OFFICE BOY wanted in factory. 543 West 2d st.

OTTORETTI.—Wanted, a first-class foreman to superintend work at steam works, corner Schools st. and Baldwin's av., Brooklyn.

PICTURESQUE IRELAND.—Handsome illustrations, framed, neatly bound; prints, 50 cents each.

SHERRY.—235 Barclay st.

PLUMBER wanted, a first-class workman; also a boy to learn the trade. M. Friedman, 723 Av.

PLUMBER and steamfitter wanted. Amity to Pier 10.

JAMES RUSHER & CO., 79 Front st.

SHOEMAKERS wanted at 540 Fulton st.

SHOE MANUFACTURERS.—Wanted, a first-class foreman to superintend work at steam works, corner Schools st. and Baldwin's av., Brooklyn.

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